

REPORT

OF THE

PRESIDENT AND MANAGERS

OF THE

PHILADELPHIA AND READING RAIL ROAD
COMPANY

TO THE

STOCKHOLDERS.

JANUARY 12, 1847.

PHILADELPHIA:
ISAAC M. MOSS.
1847.

PRESIDENT.

John Tucker.

MANAGERS.

Chas. H. Fisher,

Samuel Norris,

John Towne,

Wm. R. Lejée,

Christopher Loeser, *of Orwigsburg,*

Matthias S. Richards, *of Reading.*

SECRETARY AND TREASURER.

Samuel Bradford.

*To the Stockholders of the Philadelphia and Reading
Rail Road Company.*

THE managers have the pleasure of stating that the profits derived from the business for the year ending November 30th, 1846, are even greater than they predicted at your last meeting.

They can also state, that there is still the same desire to secure the facilities which the company possess for the transportation of coal, as existed at the close of the previous year.

A table of the anthracite coal trade (prepared by the Philadelphia commercial list) for the year, is appended. It shows an increase in the consumption over that of the last year, of 297,626 tons, of which 153,159 tons have been furnished from the Schuylkill region.

The usual statement of the treasurer, showing the financial position of the company, is herewith submitted. Also, an account of the profits resulting from the business.

It will be observed that the net revenue for the year is \$1,037,795 21, showing an increase over that of the former year of \$530,490 22.

The expenditures for new machinery and for necessary and consequent permanent improvements, are fully explained in the accompanying statements, with the exception of the following items, viz :

Rail road iron, for $8\frac{3}{4}$ miles new track, sidings, &c., - - - - -	50,087 05
Land damages, and settlement of claims previously unadjusted, strictly apper- taining to the business of previous years and the cost of the road, - - - - -	28,799 68
	<hr/> \$78,886 73

The disbursements for other purposes are given in such minute detail in the reports annexed, that further allusion to them here is deemed unnecessary.

The increase in the receipts over those of last year, from the transportation of coal, is 713,728 00 or 80 p. c.

"	"	merchandize,	76,995 78	"	127	"
"	"	passengers,	38,337 94	"	37	"

\$829,061 72

The managers regard this result, as showing conclusively the propriety of the expenditure by which it was produced.

During the ensuing year, it is not the intention of the managers to increase the quantity of machinery further than to obtain the four locomotive engines, authorized at the last meeting, which were then ordered, but have not been received by the company, in consequence of a departure from the terms of the contract.

The policy of gradually changing the wooden bridges into stone or iron, as they require extensive repairs, will be continued. The propriety of this course cannot be doubted, as the saving when thus changed is vastly more than the interest on the increased cost. They are now in such good condition that it is not, at present, proposed to alter many of them.

The expenditures will therefore be small during the ensuing year.

The managers, for the first time, have now the pleasure of calling your attention to the subject of a dividend.

The profit and loss account of the year results as follows, viz:

Gross receipts from all sources,	-	-	1,900,115	35
Deduct all expenses,	-	862,320	14	
“ Interest,	-	571,119	93	
“ Taxes, &c.,	-	16,380	19	
“ Commissions & charges,	43,672	61		
“ Sundries,	-	4,330	19	
			<u>1,497,823</u>	06

Balance, applicable to a dividend fund,			<u></u>	
or upwards of $12\frac{1}{2}$ per cent.,	-	-	\$402,292	29

If the proprietors had taken stock at par as contemplated by the charter, to provide funds for the payments for the new machinery, which you directed should be obtained at the last meeting, and for other consequent improvements, this fund would now be in the hands of the treasurer.

But as no such provision was made, the revenue has been applied towards the payments for this new property, and a dividend in money is therefore impracticable.

Under these circumstances, the question of the propriety of a dividend in shares, has had the serious consideration of the managers, but as they do not feel themselves authorized to create new stock, without your sanction, they refer this subject to you and ask for your instructions.

While the debt remains so large, the managers urge upon you the importance of adopting at present and for the future such permanent course in reference to the

subject of dividends as will give the company (to the extent of its profits) the means to pay the bonds as they mature, or insure the conversion of the debt into stock.

The policy of making dividends in stocks insures a gradual decrease of the debt. This course is subject to no well founded objection, and is common elsewhere with the most prosperous institutions.

The profits are thus reserved for the diminution of the debt, or for the acquisition of new property to increase the revenue, and thus each successive year the company is placed in a more independent and prosperous position.

By the adoption of this system, the stockholder may confidently expect to receive more than the bondholder, while the latter cannot but approve of the measure, as the profits are applied to the liquidation of the debt, or to increase the property of the company, by which the security of the creditor is enhanced.

With these views, the whole matter is submitted, as one peculiarly within your province for decision.

The managers think it not improper to remind you of the accuracy of the estimate made a year since of the business and profits. The period, for which the estimate was made, was from January 1st to December 31st, 1846.

The tonnage (coal and merchandize) transported during that year, differs only - - - 27,566 Tons.

Through passengers for same time, - 8,061

Profits, or revenue from the business from

Dec. 1, 1845, to Nov. 30, 1846, - \$49,775 21

(The profits for December, 1846, not yet made up.)

In each item, the anticipations then expressed have been exceeded.

The managers feel that the permanent prosperity of the company is fully established. Their past predictions of the capacity of the coal machinery and of the cost of

transporting that fuel to market, have been fully confirmed, and they deem it unnecessary for them to give any detailed estimate of the future business, farther than to express their confident belief, that the report of the ensuing year will be not less satisfactory than that they now present.

By order of the Board of Managers,
JOHN TUCKER, *President*.

*Office of the Philadelphia and Reading Rail Road Company,
Philadelphia, January 8th, 1847.*

General Account of the Philadelphia and Reading Rail Road Company, for the year ending November 30, 1846.

To Rail Road	By Stock shares, 62,400, at \$50	3,120,000 00		
" Locomotive Engines and Cars	6 per cent. Loan of 1842, inconvertible, payable 1847	2,091,270 16	313,900 00	
" Real Estate	" " " 1830-40, convertible, " 1850	321,430 05	2,170,500 00	
" Depots	" " " 1830, convertible, \$100,000, payable 1850	256,323 67	623,200 00	
" Materials for Transportation Department, for value on hand	" " " 1843, mortgage, and convert., \$210,000 payable 1860	46,257 16	1,008,000 00	
" Materials for Roadway Department, for value on hand	" " " 1843, Dollar Bonds, payable 1860	11,998 31	450,000 00	
	" " " 1844, mortgage, & convert., payable 1860		1,488,000 00	
	5 per cent. " 1850, " " 100,000, payable 1860	58,255 50	1,339,000 00	
	6 per cent. " 1845, mortgage, & convert., payable 1848		0-40,500 00	
	" " " 1845, " " " 1840		75,000 00	
	By Bonds and Mortgages on Real Estate		75,000 00	
BY SUNDRY ACCOUNTS.	Due to sundry persons			
BY SUNDRY DEDUCTIONS.	Due to sundry persons	191,570 97		
BY NOTES PAYABLE.	Due for coal cars to sundry persons	11,500 81		
All other obligations of notes payable	Due for coal cars to sundry persons	1,092,015 24		
	All other obligations of notes payable		1,208,087 06	
Deduct	Debts due the Company, viz:—			
Transportation accounts due by sundry persons for freight and tolls, &c.	Transportation accounts due by sundry persons for freight and tolls, &c.	103,600 62		
Sundry accounts, including balance due on subscription of stock and loan authorized at the last annual meeting	Sundry accounts, including balance due on subscription of stock and loan authorized at the last annual meeting	297,018 50		
By Cash on hand	By Cash on hand	41,308 91	375,018 03	
By Profit and Loss,	By Profit and Loss,			
Balance subject to a dividend fund	Balance subject to a dividend fund			
				023,000 02
				402,627 05
				\$14,559,696 07

7,014,700 00
129,300 00

S. BRADFORD, *Treasurer.*
Philadelphia, December 1, 1846.

Transportation Account of the Philadelphia and Reading Rail Road Company, for twelve months, ending November 30, 1846.

[illegible]

From its commencement in 1820 to the close of 1846, showing the receipts from the various mines, the total supply and the annual increase of the trade.

Year.	Lelligh.	Beaver Meadow	Hazleton.	Sugar Loaf.	Buck Mountain.	Summit and W. Barre.	Total Lelligh.	Schuykill.	Little Schuykill.	Total Schuykill.	Lackawanna.	Pine Grove.	Shannon.	Wyoming.	Total supply.	Annual increase and decrease.
1820	365						365								365	
1821	1,070						1,070								1,737	572
1822	2,240						2,240								2,240	1,303
1823	5,823						5,823								5,823	3,583
1824	9,541						9,541								9,541	3,718
1825	28,393						28,393	6,500		6,500					34,893	25,352
1826	31,280						31,280	16,767		16,767					48,047	13,154
1827	32,074						32,074	31,360		31,360					63,434	15,387
1828	30,232						30,232	47,284		47,284					77,516	14,082
1829	25,110						25,110	79,972		79,972					112,083	34,567
1830	41,750						41,750	89,981		89,981	7,000				174,734	62,651
1831	40,966						40,966	81,854		81,854	43,000				176,820	2,086
1832	70,000						70,000	195,271	14,000	209,271	84,600				363,871	187,051
1833	123,000						123,000	212,971	40,000	252,971	111,777				487,748	123,877
1834	106,244						106,244	226,692	34,000	260,692	43,700				376,636	111,112 D.
1835	131,250						131,250	298,508	41,000	339,508	98,845				596,603	119,967
1836	146,522						146,522	397,045	35,000	432,045	104,506				683,057	86,454
1837	192,320	33,617					225,937	492,152	31,000	523,152	115,387	17,000			881,476	198,419
1838	159,564	38,126	16,221				213,911	420,875	13,000	433,875	76,321	13,000			737,107	154,069 D.
1839	142,071	28,129	34,000				221,850	433,608	9,000	442,608	122,300	20,639	11,930		819,328	81,921
1840	102,183	43,619	50,366	7,350		†54	223,388	431,291	20,000	451,291	148,470	23,860	15,505		864,414	45,086
1841	78,164	*26,232	*21,263	*17,170			*142,828	394,699	40,000	434,699	192,270	17,653	21,163		808,913	55,501 D.
1842	163,762	45,122	31,012	31,930			273,129	513,891	27,000	540,891	295,253	32,381	10,050	47,346	1,108,050	299,137
1843	138,825	54,729	44,579	26,814	2,844		267,734	639,428	31,000	670,428	227,605	22,005	9,900	57,740	1,256,312	148,262
1844	219,245	70,479	73,625	2,866	13,749		377,884	778,500	57,000	835,500	251,005	34,916	13,087	114,906	1,627,235	370,923
1845	257,740	77,927	70,266	1,843	23,914		429,159	1,007,424	76,000	1,083,424	266,072	47,928	9,900	178,401	2,014,888	387,653
1846	274,663	85,648	98,150	1,843	46,103	†17,773	522,297	1,455,533	91,000	1,546,533	318,000	56,139	12,572	166,923	2,312,511	297,626

* Great freshet, which injured the Canal.

† To November 1st.

† 54 tons by Tamaend Company.

‡ 109,652 from Room Run.

† Including 5,865 tons from Wilkesbarre.

REPORT OF ENGINEER AND SUPERINTENDENT.

JOHN TUCKER, Esq., President of the Philadelphia and Reading Rail Road Company.

SIR:—The following Report of the Transportation, Roadway, and Construction Departments, for the year ending November 30, 1846, is respectfully submitted.

TRANSPORTATION DEPARTMENT.

The business of the road, including coal and merchandize tonnage, passengers, and receipts from these sources, is contained in statement A. The receipts from coal have increased 80 per cent.; from merchandize, 127; and from passengers, 37 per cent. over the same items last year.

The gross and net expenses of this department are comprised in statements B and C; the former containing the total expenditures for wages, and all materials; and the latter the apportionment of these expenses to the various branches of business for which they were contracted.

The running machinery will be found in statement D. Since the date of my last report, 19 locomotive engines, all of the first class, including two of great power and efficiency, for the Falls Grade, have been purchased by the company; 4 second class engines, hitherto light and inefficient machines, have been rebuilt in the Company's work-shops at Reading, and now work with power and efficiency increased over 100 per cent.

The car force of the road has also been largely increased. During the past year have been added 1522 iron coal cars, 76 freight cars, for merchandize and use of road, 1 baggage and 1 new ladies' car, 3 second class

passenger cars altered to double their former capacities, and 33 eight wheeled coal engine wood tenders.

548 wooden coal cars, originally of $3\frac{1}{2}$ tons capacity, have been enlarged to carry $4\frac{6}{10}$ tons, as alluded to in my last report.

Every locomotive engine owned by the company, with its maker, present condition, &c., is recorded in statement E, and their cost of repairs and working, in statement F. The repairs of coal, merchandize, and passenger cars, are exhibited in statement G, with the items of wages, materials, &c. The cost of hauling coal for the past year is shown in detail in statement H. It has amounted to $38\frac{8}{10}$ cents per ton. The chief causes of this increased cost of $1\frac{8}{10}$ cents per ton over last year, are, the great decrease of coal tonnage from the cessation of business of some of the lateral rail roads, in consequence of the freshet in May; and the great falling off in demand for coal in August and September, thus diminishing our business, while the causes were too temporary to justify a discharge of men.

Other causes contributed to the same result: the increased cost of wood—the irregularity in the coal business, by a larger proportion of coal being consigned to the city of Philadelphia, causing engines and their crews to lay over more frequently for want of trains—and the increased cost of repairing engines at night, and over hours, rendered necessary from the failure of delivery of four first class engines, contracted for last winter, to be received by June 1st of this year. The cost of transporting passengers and merchandize is contained in detail, in statements K and L. Statement M shows the items of cost of transportation over the State rail road for the past year.

A table of the supply of coal from the various sources in Schuylkill County, with the points on the Reading

road to which such coal was consigned, will be found in statement N.

The necessity for adopting, and using almost exclusively, anthracite coal for fuel, has engaged, for several years past, the most serious attention of the undersigned. Numerous experiments have been made to burn this staple of the road in its locomotive engines, but hitherto without that success which would warrant its adoption in engines of the present build. An engine and boiler for this purpose, invented by the undersigned, on principles entirely new, are now building in the Reading workshops, and with every prospect of success in accomplishing the above result.

ROADWAY DEPARTMENT.

Comprising repairs and renewals of track, bridges, depots, water stations, &c., for year ending November 30, 1846.

Total cost of repairs and renewals of superstructure of bridges and road-bed for the year.

Wages of all laborers, including foremen	-	\$60,890	11
Do mechanics,	-	15,936	45
Iron, steel, tools, &c.	-	4,837	50
Timber for renewals and repairs	-	19,319	49
Clearing snow	-	887	62
Masonry	-	4,327	27
Watchmen in tunnels	-	784	56
Sundries, oil, rents, &c., &c.	-	3,527	26
		<hr/>	
		\$110,510	26

To which must be added, what would have been the cost of repairing and strengthening of wooden structures, replaced during the year with stone and iron bridges

4,460 50

Actual cost of repairs of track and bridges

 \$114,970 76

*Engines, Cars, and Stationary Machinery, Transporting,
Sawing, and Preparing Materials, &c.*

Engines, cost of wages, repairs, fuel, &c.,	7,431 20
Cars, repairs, oil, tallow, &c., - - -	1,204 52
Sawmill, repairs, fuel, attendance, &c, -	1,006 14
Stationary engines, and other machinery, materials and work, - - - -	1,601 00
	<hr/>
	\$11,242 86
	<hr/>

*Water Stations, Depots and Engine Houses—Cost of
keeping in order.*

Timber, iron, painting, &c., - - -	134 11
Workmanship, masonry, roofing and mate- rials, - - - - -	890 14
Sundries, - - - - -	167 49
	<hr/>
Total,	\$1,191 74
	<hr/>

Superintendence and Office Rent.

Salaries of all officers and agents, - -	3,028 67
Stationery, printing, &c., - - -	247 44
	<hr/>
	\$3,276 11
	<hr/>

Rail Road Iron.

This item of expense has been in exact proportion to its original quality of make. The total number of bars removed and replaced, during the year, has been 1506; of which 1249 were of the 60 lbs. rail, and 257 of the lighter rails, varying from 45 to 55 lbs. per yard—equal to 235 tons. Of these, 185½ tons were relaid in tracks at

Reading and other depots and sidings, leaving $49\frac{1}{2}$ tons of iron unfit for main tracks or sidings, worth \$35 per ton as old iron. But the actual cost of these 1506 bars replaced, may be thus stated:—

*First cost of 235 tons of iron replaced,
at \$70, .- - - - - \$16,450 00

Cr.

By $185\frac{1}{2}$ tons of above, relaid and		
used, valued at \$50,	-	\$9,275 00
“ $49\frac{1}{2}$ “ “ worth,		
as old iron, \$35,	- -	1,732 50
	<hr/>	
	Deduct	11,007 50
		<hr/>
	Loss on above 1506 bars,	\$5,442 50
		<hr/>

Equal to four-tenths of a cent per ton on the tonnage of the road, for the year; which entirely confirms our predictions and anticipations on this subject.

Watchmen at Bridges and Depots.

Wages of all watchmen at bridges,	-	9,529 01
Do. do. Pottstown depots		
and yard,	- - - - -	549 32
		<hr/>
		\$10,078 33
		<hr/>

Recapitulation of Roadway Expenses.

Maintenance of way, track and bridges,	-	114,970 76
Engines, cars, and machinery,	- -	11,242 86
Water stations, depots and engine houses,		1,191 74
Watchmen at bridges and depots,	- -	10,078 33
Rail road iron,	- - - -	5,442 50
Superintendence and office rent,	- -	3,276 11
		<hr/>
		\$146,202 30

* This iron was purchased, some years since, at less than \$60 per ton.

<i>Brought forward,</i>	\$146,202 30
Deduct value of materials on hand, viz :	
On hand, Nov. 30, 1846,	17,367 86
Do. Dec. 1, 1845,	14,133 10
	<hr/> 3,234 76
Total cost of Roadway Department for year,	<hr/> \$142,967 54

In concluding the report of the Roadway Department, I would state, that the road and bridges are at present in excellent order, after passing a tonnage amounting to 1,507,291 tons.

Construction Department.

Comprising all expenditures for new work, as stated and explained below.

Track.

Including cost of grading, superstructure, and laying down of main and turnout tracks at the following points :

	Feet.
At Mount Carbon, for coal cars and workshops,	722
“ Schuylkill Haven, for coal cars and workshops,	1,122
“ Orwigsburg, for do. and wood cars,	450
“ Pt. Clinton, do. do.	768
“ Hamburg, for coal and freight,	813
“ Mohrsville, “ coal cars, - - - -	2,060
Between Mohrsville and Reading, for coal,	
lime, and ore, - - - -	1,054
At Reading, for coal and freight cars, coal	
shutes, wood train, and shops, - - -	8,073
“ Baumstown, for coal shutes, - - -	500
“ Pottstown, for coal and merchandize busi-	
ness, shops, and timber tracks, - -	2,554

At Norristown, for coal cars, - - -	2,142
“ Conshehocken, for connection with Norristown Rail Road, &c., - - -	3,445
Between Falls and Plane, part of double track, -	6,300
At Richmond, on North and Spur wharves, -	9,942
And new engine house and workshops, - -	3,847
At other points, - - - - -	2,645

Total, 46,437

Or $8\frac{7}{10}$ miles.

Total cost, including iron (except the rails) sills, labor, grading Pottstown yard, making 102,469 cubic yards embankment at Richmond North wharves, and all materials for above new tracks, coal shutes, and switches, &c., - - - - - \$82,172 18

Richmond Wharves.

The northern tier of wharves, hitherto supplied with coal cars by horses, from the siding where left by the engine, at a great cost and delay, have been made to correspond with the new southern wharves. Long and convenient double tracks, of a total length of 8,570 feet, for this purpose, lead upon each wharf, which are worked altogether by locomotives, thus attaining the greatest economy and dispatch, when compared with the old method by horses.

A new spur wharf, 686 feet long, has been added on wharf No. 14; and new scales, shutes, planking, &c., with all the requisite fixtures, have been laid down on several of the other wharves. Total cost of all above work, - - - - - \$32,756 19

Bridges.

Under this head are included building stone arches, wing walls, and parapets, under the following bridges, originally of wood:—Irish Creek, \$4,890 53; Big Dam, \$10,704 75; Shaeffer's, \$5,535 35; Pottstown Bridge, including nine stone arches and long side walls, 42,676 04; Phoenixville, \$2,255 43; and Manayunk, \$6,314 60. Of these, five bridges are now nearly completed; and, when entirely so, will be rendered permanently secure, and relieved of all future charges for watchmen and repairs.

Heavy arch pieces have been added to the Falls Bridge, which is now in excellent order.

Total cost, including filling in of earth, \$89,789 25.

Engine Houses, Depots, Workshops, Water Stations, Reservoirs, and Buildings generally.

The business of the road for the past season, increasing far beyond the facilities hitherto afforded under these heads, rendered immediate and extensive additions essentially necessary.

Serious interruptions to the working of the road, involving delays to the coal trade, had been experienced during the past year. Engines have been frozen up and subjected to heavy repairs in consequence of exposure to the weather, for want of engine houses and workshops: great expenses have been incurred at the Reading and other depots, by the employment of a large force of hands, required to change locomotives, freight, wood and passenger cars on the turnout tracks, between the main tracks and the workshops and freight houses.

The business of the road, and the passage of trains, had been stopped for want of water at one of the principal stations on the line, (since supplied with a stationary

steam engine,) and, in some instances, loads of freight have been refused, for some days, at the old Reading freight house, previous to the erection of the present commodious merchandize depot.

The road is now relieved of such delays and most of their contingent expenses.

One large engine house, capable of holding, at the same time, 20 first class engines and tenders, and most conveniently arranged for entering and leaving, watering, &c., has just been completed at Richmond; as also buildings for the same purpose, of less capacity, but proportioned to the wants of the stations, at Mount Carbon, Pottstown, and the Falls. At Reading, where the main workshops of the Company have been located, the following important and efficient improvements have been constructed during the year. A merchandize depot, 124 feet by 84 feet, standing 350 feet from the main track, furnished with doors allowing 11 wagons to be loading and unloading at the same time, and approached from either end of the line by two tracks forming a Y.

A shop for repairs of iron coal cars and boiler iron work, 104 by 82 feet.

An addition to the main machine shop, 190 by 67 feet. A reservoir, holding 700,000 gals. of water, supplied by a steam engine, for the use of the workshops and passing trains. A time-keeper's office, water and wood stations, &c.

The stations at Port Clinton, Mohrsville, Douglassville and Pottstown, have been furnished with an ample supply of water, by stationary engines, worked at trifling expense from the refuse fuel of the stations; at which points large and convenient wood sheds and cisterns have been also erected.

Efficient workshops, connected with the engine house,

221 by 63 feet, have been built at Richmond, for repairing and refitting engines and cars at that terminus of the road; and at Pottstown, where the work of the Roadway Department is chiefly done, spacious shops have been built, one 151 by 81 feet.

The road will therefore commence the business of the coming year, with facilities for every branch of its operations of the most ample character, requiring a trifling, if any, future expenditure.

Total cost, \$123,727 24.

Transportation of Materials.

Including wages of men, fuel, oil, water, repairs of engines and cars, and all expenses of transporting materials for Construction Department along the line, such as stone, timber, brick, iron, &c., &c. Total cost, \$15,840 36 cts.

Vertical Walling.

Expenses of completing Valley Forge walls, and rebuilding wall at Falls, rendered necessary by use of double track, \$8,081 42.

Iron Bridges.

Including construction of 6 bridges, built with the "Howe" iron truss, in all 220 lineal feet; and 3 bridges now making, of 187 lineal feet. Amount \$15,439 47.

Tunnel Arching.

Of Pulpit Rock Tunnel, at Port Clinton, roofing 180 feet. Cost, \$6,700 44.

Machinery, Turning Platforms, and Hardware.

Including new lathes, boring mills, drill presses, tilt-hammers, vices, and tools of all descriptions, for shops at Schuylkill Haven, Reading, Pottstown, and Richmond. Files, wrenches, anvils, leads and paints, &c. &c., in amount, \$38,538 78.

Lumber.

For yard and depot, fencing, switch sills and frames, wood sheds, &c. &c., amounting to \$13,041 67.

Sundries.

Switch watchmen, during construction of stone bridges, stationery, and all items not included in above heads, \$4,862 95.

Recapitulation of Expenditures of Construction Department for the year.

Track, - - - - -	82,172 18
Richmond wharves, - - - - -	32,756 19
Bridges, - - - - -	89,789 25
Engine houses, depots, workshops and water stations, - - - - -	123,727 24
Transportation of materials, - - - - -	15,840 36
Vertical walling, - - - - -	8,081 42
Iron bridges, - - - - -	15,439 47
Tunnel arching, - - - - -	6,700 44
Mach'y, including turning platforms, &c.,	38,538 78
Lumber, - - - - -	13,041 67
Sundries, - - - - -	4,862 95
Engineering department, salaries, office expenses, stationery, &c., - - - - -	8,163 87
Total,	<hr/> \$439,113 82

The limits of this report prevent a more detailed explanation of the various heads of expenditure of the three departments. Should any further information be required, it can be readily furnished from office notes carefully recorded.

I am, most respectfully,

Your obedient servant,

G. A. NICHOLLS,

*Engineer and General Superintendent
Philadelphia and Reading Rail Road.*

Reading, Pa., December 1, 1846.

STATEMENT A.

*Business of the Philadelphia and Reading Rail Road, for the year ending
November 30th, 1846.*

TONNAGE.

Coal transported, tons of 2,240 lbs.,	-	-	-	-	1,188,258
Merchandise transported, tons of 2,000 lbs.,	-	-	-	-	74,971
Materials for use of Road, including earth, gravel, timber, rails, sills, cord wood, stone, brick, iron, &c. &c., in tons of 2,000 lbs.,					101,471
Total tonnage of Road for the year, including weight of passengers, in tons of 2,000 lbs.,	-	-	-	-	1,515,473
Total amount of coal transported to date, tons of 2,240 lbs.,	-				2,693,958
Total tonnage of Road to date, tons of 2,000 lbs.,	-	-	-	-	3,703,521

PASSENGER TRAVEL.

Total number of passengers during the year,	-	-	-	-	88,641
Total number of miles traveled by same,	-	-	-	-	4,154,214
Equal to, in through passengers, over whole length of Road,	-				45,155
Total number of passengers transported, to date,	-	-	-	-	551,953

RECEIPTS OF ROAD.

From freight on coal,	-	-	-	-	\$1,600,667 09
Do do merchandise,	-	-	-	-	137,583 52
Do passenger travel,	-	-	-	-	141,749 07
Do transportation of U. S. mail, and other sources,	-				9,713 84
Total receipts,	-	-	-	-	<u>\$1,889,713 52</u>

STATEMENT B.

*Gross Expenses of Transportation Department, for year ending November 30th,
1846.*

RUNNING ACCOUNT.

Wages of engineers, firemen, conductors, brakemen, dis- patchers, time-keepers, oilers and turning crews,	105,628	27
Wood, 68,006½ cords, - - -	166,643	1½
Loading and unloading wood, wharfage, agents, &c.,	13,044	35
Cutting wood, - - - - -	22,374	82
Oil, 45,672½ gallons, - - - - -	38,819	26
Tallow and grease, 40,162 lbs., - - -	2,990	44
Hauling across Schuylkill Bridge on State Road, and expenses on do. in Philadelphia, - - -	1,794	33
Tolls paid state road, - - - - -	28,643	50
Coal left short of consignment and used by company,	1,178	07
Renewals of articles on trains, lamps, ropes, &c., -	5,459	78
Cotton waste, - - - - -	1,877	75
Coal fuel for engines, - - - - -	1,136	16
Sundries, goods lost or stolen, &c. &c., - - -	1,496	68
	<hr/>	
	391,086	53

WORKSHOP ACCOUNT.

Wages of all machinists, blacksmiths, carpenters, boiler-makers, moulders, time-keepers, and all mechanics and laborers, - - - - -	120,230	32
Bar iron, steel, tools, and hardware, - - -	31,679	56
Tires and axles, - - - - -	14,325	07
Pig metal, iron, lumber, hay, &c., for foundry, -	10,030	92
Copper, spelter, tin, lead, &c., - - - - -	5,206	14
Timber and lumber, - - - - -	7,607	08
Anthracite coal, - - - - -	1,915	52
Bituminous do., - - - - -	4,010	80
Work done elsewhere, - - - - -	1,201	03
All other materials, charcoal, leather, &c. &c., -	3,919	80
Sundries, - - - - -	233	57
	<hr/>	
	200,359	81
Amount carried forward, - - - - -	591,446	34

DEPOT ACCOUNT.

Amount brought forward,	-	-	-	591,446 34
Wages of hands,	-	-	-	27,928 45
Do. of watchmen at depots, wharves and switches,				5,457 93
Coal for water stations and pumping water,	-	-		1,145 15
Materials and work,	-	-	-	1,924 28
Sundries,	-	-	-	750 56
				<hr/>
				37,206 37

SUPERINTENDENCE ACCOUNT.

Salaries of all officers, clerks, and agents, in department,	-	-	-	17,128 85
--	---	---	---	-----------

OFFICE ACCOUNT.

Advertising in, and subscription to, papers,	-			179 35
Stationery and printing,	-	-	-	2,274 57
Furniture, rent, and all materials,	-	-	-	769 74
Sundries,	-	-	-	229 69
				<hr/>
				3,453 35

EXTRAORDINARY EXPENSES.

Salaries of 3 agents on lateral rail roads, apportioning and distributing coal cars,	-	-	-	2,641 38
				<hr/>
Gross expenses of Department,				\$651,876 29
				<hr/>

STATEMENT C.

Net Expenses of Transportation Department of the Philadelphia and Reading Rail Road, for Year ending November 30th, 1846.

Transportation of 1,188,258 tons of coal from coal region to Richmond, junction with State Road, and other points, at $38\frac{8}{100}$ cents per ton	\$462,113 54
Expenses of transportation between junction with State Road, and Company's Depot in Philadelphia, including tolls paid state and city, hauling across Schuylkill bridge, pay of agents, &c.	39,544 86
Transportation of 74,971 tons merchandise, between Pottsville, Reading, and other points, and junction with State Road, at $75\frac{6}{100}$ cents per ton	56,578 08
Transportation of 45,155 through passengers, between Pottsville and junction with State Road, at $44\frac{4}{100}$ cents per passenger	20,048 82
Superintendence, including salaries of all officers, clerks, and coal agents at depots,	17,617 63
Expenses of delivering coal and freight, and hauling cars for all purposes, at Reading Depot and other turnouts and stations, owing to an increase of business beyond the facilities at first provided	6,516 98
Wages of watchmen at wharves, depots, and switches	5,798 96
Office expenses, stationery, newspaper advertising, &c.	4,671 40
Work and materials for depots and stations	1,379 90
Salaries of agents, &c., on lateral rail roads in coal region	2,641 38
Sundry expenses, extra engines, &c.	3,670 59

Actual net expenses for year \$620,682 14

Add for materials on hand, November 30th, 1846, viz:

Wood	\$10,232 50
Bar, boiler and sheet iron, steel	4,193 75
Iron castings	3,075 00
Pig metal	1,950 00
Car gearing, wheels, axles, springs, &c.	13,559 50
Engine gearing	5,809 33
Engine tires	6,480 00
Timber and lumber	3,470 00
Bituminous coal	1,268 00
Anthracite coal	440 00
Copper, lead, tin, brass, &c.	3,147 80
Iron for tilt hammer	7,415 00
Iron for foundry	1,556 25
Tools, &c.	697 50

\$63,294 63

Deduct materials on hand December 1, 1845 32,100 48 31,194 15

Total expenses \$651,876 29

STATEMENT D.

Number of Engines, Cars, and all other Running Machinery, on the Philadelphia and Reading Rail Road, November 30th, 1846.

LOCOMOTIVE ENGINES.

39 First Class Engines.

24 Second do. do. (4 altered to 1st class, and 1 sold since last Report).

8 Third do. do.

1 Second do. do. (used only for kyanizing timber, "Delaware.")

72

COAL CARS.

						Weight, Empty.	Capacity.
1	Eight wheeled Iron Coal Car,	-	-	-	-	4.7	11.0
3,019	Four do. do. do.	-	-	-	-	2.43	5.0
1,042	Four do. Wooden do.	-	-	-	-	2.2	4.65
497	Four do. do. do.	-	-	-	-	2.05	3.2
<hr/>							
4,559*	(Tons of 2,240 lbs.)			Average,		2.33	4,725

FREIGHT CARS.

5	Eight wheeled covered House Cars, including	2	for use of Road.
47	do. do. open Platform do. do.	17	do. do.
156	Four do. covered House do. do.	7	do. do.
274	do. do. open Truck do. do.	206	do. do.
<hr/>			
482*		232	do. do.

PASSENGER CARS.

13 Eight wheeled Passenger Cars.

1 Four do. do. do.

3 Eight do. Baggage Cars.

2 Four do. do. do.

19

* 67 Wooden Coal Cars have been altered and used for Freight Cars.

In addition to the above, the Company own :

- 34 Eight wheeled Box Cars, extra Wood Tenders for Coal Engines.
- 2 Small Express Locomotives, "Ariel" and "Pieayune," for use of Officers and Lateral Roads.
- 2 Small Passenger Cars for use of Main and Lateral Roads.
- 11 Stationary Engines at Depots for driving machinery and pumping water, of 35, 14; 2 of 12; 2 of 8; 3 of 5; 1 of 6; and 1 of 4 horse power, respectively.
- 2 Portable Wood Cutting Steam Engines for Reading and Richmond Depots.
- 50 Horses, chiefly for delivering Coal on Richmond Wharves, and in Philadelphia, expenses of which are paid by consignees.

STATEMENT E.

Table of Names, Weights, Makers, and Condition of all Locomotive Engines owned by the Philadelphia and Reading Rail Road Company. November 10th, 1846.

Names.	Total weight in tons.	Name of maker.	When put on road.	Total number of miles run to date.	Present Condition.
Atlas	27.0	Baldwin and Co., Philadelphia	April, 1846	8,122	At work, Falls Grade.
Hercules	27.0	do do	" "	8,052	do do
Texas	22.4	do do	" "	15,539	do in coal trade.
Alabama	22.4	do do	" "	14,882	do do
Kentucky	22.4	do do	" "	14,911	do do
Indiana	22.4	do do	" "	15,136	do do
Princeton	22.4	do do	May "	12,648	do do
Montezuma	22.4	do do	July "	8,856	do do
Amazon	22.4	do do	May "	11,477	In shops, under repair.
Warrior	22.4	do do	" "	12,394	At work, in coal trade.
Florida	22.4	do do	" "	7,737	do do
Washington	22.4	do do	July "	11,753	do do
Empire	22.4	do do	June "	12,099	do do
Pocahontas	22.4	do do	May "	10,563	do do
Alleghany	22.4	do do	" "	9,981	In shops, under repair.
Yorktown	22.4	do do	" "	10,232	At work, in coal trade.
Rio Grande	22.4	do do	July "	8,098	do do
United States	18.6	do do	" 1844	57,140	In order, ready for use.
New England	19.7	do do	" "	52,613	At work, in coal trade.
New York	19.1	do do	August "	55,250	In shops, under repairs.
Ontario	19.1	do do	" "	52,630	At work, in coal trade.
Virginia	19.1	do do	Sept. "	50,991	do do
Hudson	19.5	do do	Oct. "	44,240	do do
Niagara	19.6	do do	April 1845	39,974	do do
Pacific	19.5	do do	" "	40,462	do do
Independence	19.5	do do	May "	38,162	In shops, under repair.
Oregon	19.5	do do	" "	31,783	At work, in coal trade.

St. Lawrence	19.5	Baldwin & Co., Philadelphia	June "	33,175	At work, in coal trade.
Constitution	19.5	do do	" "	31,791	In shops, under repair.
Champlain	20.1	do do	Sept. "	25,959	At work, in coal trade.
Seminole	13.1	do do	Feb. 1840	87,654	do wood train.
Perkiomen	12.6	do do	April 1842	65,817	do Const. Depart.
32 in all		Made by Baldwin & Co.			
Atlantic	18.4	Norris, Philadelphia	Aug. 1844	30,209	In shops, altering.
Philadelphia	17.7	do do	Oct. "	38,967	At work, lateral roads.
Manatawny	13.8	do do	" 1842	87,771	do freight train.
America	13.4	do do	" "	68,661	do city coal trade.
4 in all		Made by Norris			
Carolina	18.7	New Castle Manufacturing Company	April 1846	13,333	At work, in coal trade.
Missouri	18.7	do do	Aug. "	5,598	In shops, under repair.
Columbus	18.2	do do	April 1844	35,813	At work, lateral roads.
Monocacy	13.7	do do	March 1842	75,405	In shops, under repair.
Pottsville	11.0	do do	Sept. "	60,569	In order, ready for use.
Tuscarora	11.8	do do	Nov. "	55,018	do do
Pennsylvania	11.4	do do	April 1843	48,323	At work, lateral roads.
Ontalaunce	12.0	do do	July "	48,292	do Const. Depart.
8 in all		Made by New Castle Manufacturing Co.			
Gowan & Marx	11.0	Eastwick & Harrison	Jan. 1840	70,507	In shops, under repair.
J. E. Thayer	12.5	do do	Oct. 1842	81,421	At work, coal and lime train.
2 in all		Made by Eastwick & Harrison			
Conestoga	11.8	Locks and Canals, Lowell	May 1843	48,309	In order, ready for use.
Tioga	11.8	do do	July "	47,547	At work, lateral roads.
Schuylkill	11.8	do do	" "	43,539	do Richmond wharves.
Shamokin	11.8	do do	" "	50,561	In order, ready for use.
Shenandoah	11.8	do do	" "	40,482	At work, freight train.
Huron	11.8	do do	August "	50,241	do Richmond wharves.
Osceola	11.8	do do	" "	43,059	do Reading depot.
Potomac	11.8	do do	" "	55,153	In shops, under repair.
Erie	11.8	do do	" "	49,188	At work, lateral roads.

STATEMENT E.—Continued.

32

Names,	Total weight in tons.	Name of maker	When put on road.	Total number of miles run to date.	Present Condition.
Ronoke	11.8	Locks and Canals, Lowell	Sept. 1843	40,474	In order, ready for use.
Cherokee	13.9	do	" "	36,417	do
11 in all		Made by Locks and Canals Co.			
Lycoming	10.4	Dotterer & Co., Reading	Aug. 1842	48,940	At work, lateral roads.
Delaware	10.1	Ross, Winans, Baltimore	May 1838	1,586	Not used at present.
Reading	16.2	Rebuilt by Reading Rail Road Company	Oct. 1842	46,276	At work, freight train.
Neversink	19.0	do	May 1838	86,624	do coal trade.
Sanatoga	19.2	do	June 1842	58,024	In shops, under repair.
Mahanoy	20.2	do	May "	53,378	At work, coal trade.
Wyoming		do	" "	67,887	In shops, nearly rebuilt.
Antelope	9.3	do	June 1838	87,817	do under repair.
Atalanta	10.3	do	April 1841	87,902	At work, passenger train.
Gazelle	11.0	do	March "	96,134	do
8 in all		Rebuilt by Reading Rail Road Company			
Engineer	8.8	Braithwaite & Co., London	May 1838	77,274	At work, Roadway Depart.
Rocket	8.4	do	" "	93,143	do Const. Depart.
Planet	8.4	do	Aug. "	84,214	In order, ready for use.
Splitfire	8.4	do	June "	82,415	At work, doing sundry duties.
Hecla	8.4	do	July 1840	101,506	do
5 in all		Made by Braithwaite & Co.			

72 Locomotive Engines, in all, owned by Reading Rail Road Company.

Condensed Table, showing Disposition and Employment of all above Engines.

HOW EMPLOYED.		1ST CLASS.	2D CLASS.	3D CLASS.	TOTAL.
In daily use, in good order, on Reading Rail Road or lateral roads in coal region	-	29	15	6	50
In workshops, under repair	-	7	3	1	11
In good order, ready for use	-	2	6	1	9
Altering to more efficient engines,	-	1			1
Out of use at present, "Delaware"	-		1		1
Totals	-	39	25	8	72

STATEMENT F.

Work and Repairs of all Locomotive Engines owned by the Philadelphia and Reading Rail Road Company, for year ending November 30th, 1846.

MILES RAN.

HOW EMPLOYED.	1ST CLASS.	2D CLASS.	3D CLASS.	TOTAL.
Reading Rail Road, Transportation Department,	552,603	264,595	76,484	893,682
Reading Rail Road, Construction Department,		18,876	21,355	40,261
Reading Rail Road, Roadway Department,		2,429	18,308	20,737
Total, Reading Rail Road,	552,603	285,900	116,177	954,680
On Lateral Roads in Coal Region,	15,309	43,631	482	59,422
Total,	567,912	329,531	116,659	1,014,102

Total No. tons hauled one mile, exclusive of engine or tender, 253,816,540
 Average wt. of loaded coal trains down, do do do 602 $\frac{8}{16}$
 Do do empty up, do do do 197 $\frac{7}{16}$
 Do do passenger trains, do do do 37 $\frac{6}{16}$
 All tons of 2,000 lbs.

COST OF REPAIRS OF ENGINES.

Wages of mechanics,	-	-	-	-	-	\$27,001 86
Materials, iron, steel, brass, &c. &c.,	-	-	-	-	-	15,926 84
Superintendence, tools, paints, oil, &c.,	-	-	-	-	-	4,302 90
Total cost,	-	-	-	-	-	\$47,231 60

Total number miles ran by all engines owned by Company, from
 May, 1838, to November 30th, 1846, - - - 3,285,067
 Total number tons hauled one mile between same dates, - 640,855,755

STATEMENT G.

Cost of Repairs and Renewals of Coal, Freight and Passenger Cars on the Philadelphia and Reading Rail Road, for the year ending November 30th, 1846.

COAL AND FREIGHT CARS.

Wages of all Mechanics,	-	-	-	\$28,773 79
Iron, steel, brass, and all metals,	-	-	-	33,937 20
Timber,	-	-	-	7,550 14
Superintendence, tools, paint, oil, &c. &c.	-	-	-	7,026 10
Total,				<hr/> \$77,287 33 <hr/>

No. gallons oil used by Coal and Freight Cars, during				
year, including train lamps,	-	-	-	20,393
No. lbs. tallow,	do.	do.	do.	35,016

COST OF REPAIRS AND RENEWALS OF PASSENGER CARS.

Wages of Mechanics,	-	-	-	\$2,310 70
Iron, steel, timber, &c.	-	-	-	2,230 23
Superintendence, tools, paint, varnish, &c.	-	-	-	567 59
Total,				<hr/> \$5,108 52 <hr/>

No. gallons oil used by Passenger Cars, during year,	-	575
" lbs. Tallow,	-	388

STATEMENT H.

Items of Cost, in detail, of Hauling Coal, on the Philadelphia and Reading Rail Road, for year ending November 30th, 1846.

Per round trip of 188 miles, from Coal Region to Tide Water, and back with empty Cars: transporting an average load of 360 tons of Coal each Train.

Items of Cost.	No.	Description	Rate.	Amount.
Wages of Engineer, - - - - -	2	Days	2 50	\$5 00
Do. " Firemen, - - - - -	2	do	1 50	3 00
Do. " Conductor, - - - - -	2	do	1 50	3 00
Do. " Brakemen, - - - - -	5.9	do	1 05	5 30
Wood for Fuel, - - - - -	14.92	Cords	3 89	58 04
Oil for Engine and Tender, including } Lamps, - - - - -	4.95	Gallons	90	4 46
Oil and Tallow for Cars, - - - - -	360	Tons	1½	5 40
Repairs of Engine and Tender, - - -	188	Miles	5½	9 59
Do. of Coal Cars, - - - - -	360	Tons	6½	21 78
Renewals of Sundries, Ropes, Lamps, } &c. - - - - -	360	do	1½	2 16
Supplying Water, - - - - -	15	M Galls.	6	90
Assistant Engines at Falls Grade, - -	360	Tons	1½	5 40
Car Couplers and Greasers, Time-keepers, Dispatchers, and Turning Crews, - - - - -	360	do	1½	5 40
Allowance for Engines laying over, Assistant Engines in Snow Storms, &c. &c. - - - - -	360	do	2½	9 36
Sundry Expenses, chargeable to this head, - - - - -	360	do	1¾	1 22
				\$140 01

Equal to 38½ cents per Ton.

STATEMENT K.

Items of Cost, in detail, of Running Passenger Trains on the Philadelphia and Reading Rail Road, for the year ending November 30th, 1846.

PER DAILY TRIP OF 92 MILES.

Items of Cost.	No.	Description	Rate.	Amount.
Wages of Engineer, - - -	1	Day,	\$1 80	\$1 80
Do. " Fireman, - - -	1	do	1 00	1 00
Do. " Conductor, - - -	1	do	1 50	1 50
Do. " Brakeman, - - -	1	do	1 00	1 00
Wood for Fuel, - - -	2, ¹⁵ / ₁₀₀	Cords	4 00	9 80
Water used, - - -	2 ¹ / ₂	M Galls.	6	15
Oil for Engine and Tender, - -	² / ₁₀	Gall.	90	81
Oil for Cars, - - -	² / ₁₀	do	90	81
Repairs of Engine, - - -	89 ¹ / ₁₀	Miles	3 ² / ₁₀	3 47
Do. and refitting of Cars, - -				8 04
Hands at Depots, - - -				2 27
Sundries for Train, - - -				87
				<hr/> \$31 52

Equal to, at 71 through Passengers per train, 44 ⁴/₁₀ cents per Passenger.

STATEMENT L.

Items of Cost, in detail, of Running Freight Trains on the Philadelphia and Reading Rail Road, for year ending November 30, 1846.

PER DAILY TRIP OF 92 MILES.

Items of Cost.	No.	Description.	Rate	Amount.
Wages of Engineer, - - -	1	Day	\$2 50	\$2 50
Do. " Fireman, - - -	1	do	1 30	1 30
Do. " Conductor, - - -	1	do	1 35	1 35
Do. " Brakemen, - - -	3	do	1 00	3 00
Wood for Fuel, - - -	3 $\frac{2}{10}$	Cord's	3 89	14 39
Oil for Engine and Tender, - -	1 $\frac{2}{10}$	Galls.	90	1 71
Oil and Grease for Cars, - -	65	Tons	1 $\frac{1}{2}$	97
Repairs of Engine and Tender, -	90	Miles	5	4 50
Do. " Cars, - - -	65	Tons	5 $\frac{1}{2}$	3 57
Depot Hands, and other Depot expenses,				13 09
Water used, - - -	4	M Galls.	6	0 24
Renewals of Sundry Articles, - -	65	Tons	3	1 95
Goods lost, stolen or damaged, -				56
				<hr/> \$49 13

Equal to 75 $\frac{5}{10}$ cents per Ton.

STATEMENT M.

Cost of Hauling over State Road, for year ending November 30th, 1846.

Amount paid State for Tolls, - - - - -	\$28,643 50
Do. do. City Corporation for do. - - - - -	350 00
Cost of Hauling across Schuylkill Bridge, - - - - -	1,166 38
Wages of Brakemen over State Road, - - - - -	673 15
Do. " Agents in Broad Street, - - - - -	540 50
Repairs of Coal Cars over State Road, - - - - -	1,389 50
Do. " Passengers do. do. do. - - - - -	330 26
Do. " Freight do. do. do. - - - - -	675 70
Cost of Engine, Hauling Coal Cars, and arranging Trains for State	
Road Engines, at junction with State Road, - - - - -	5,444 25
Sundry expenses during year, &c. - - - - -	331 62
	<hr/>
	\$39,544 86

STATEMENT N.

Points of Supply and Distribution of Coal on the Philadelphia and Reading Rail Road, for the Year ending November 30th, 1846.

Amount of coal received from various lateral rail roads in coal region.

	TONS.
West Branch Rail Road, at Schuylkill Haven - - - -	472,633
Mount Carbon and Port Carbon Rail Road, at Port Carbon, from Valley and Mill Creek Rail Roads - - - -	405,329
Mount Carbon Rail Road, at Mount Carbon - - - -	228,497
Little Schuylkill Rail Road, at Port Clinton - - - -	81,799
Total	1,188,258

Where delivered on line of Reading Rail Road.

Station or Turnout.	From S. Haven.	From Pt. Carbon.	From Mt. Carbon.	From Pt. Clinton.	Totals.
Orwigsburg - - -	27	18	30	0	75
Port Clinton - - -	0	6	0	0	6
Hamburg - - -	215	58	625	73	971
Mohrsville - - -	0	185	1,050	65	1,300
Between Mohrsville and Reading - - -	24	12	958	48	1,042
Reading - - -	4,128	27,772	2,993	845	35,738
Baumstown - - -	0	1,854	0	0	1,854
Douglasville - - -	723	487	132	91	1,433
Pottstown - - -	1,300	1,157	1,239	0	3,696
Royer's Ford - - -	0	313	4	0	317
Phoenixville - - -	11,879	3,499	1,361	7,114	23,853
Valley Forge - - -	842	586	52	0	1,480
Port Kennedy - - -	3,163	916	0	0	4,079
Norristown - - -	5,458	4,139	352	2,039	11,988
Lime Kilns below Nor- ristown - - -	1,329	0	0	33	1,362
Cousheocken - - -	8,724	10,089	1,510	3,281	23,604
Spring Mill - - -	44	9	0	2,513	2,566
Manayunk - - -	5,739	50	1,059	82	6,930
Falls - - -	1,839	223	934	0	2,996
Germantown - - -	3,578	611	0	1,173	5,362
Nicetown - - -	3,520	209	996	995	5,720
Trenton Rail Road - -	825	618	1,464	0	2,907
Junction with State Road -	4,976	1,093	98	14	6,181
Philadelphia - - -	99,155	49,798	31,497	18,132	198,582
Richmond - - -	315,145	301,627	182,143	45,301	844,216
Totals - - -	472,633	405,329	228,497	81,799	1,188,258